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Appl. No.: 10/516,410

AMENDMENTS TO THE CLAIMS

The text of all pending claims is set forth below. The following listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims

1. (currently amended) Angular An angular motion driving mechanism comprising:

[[[-]]] a gear wheel mounted on a supporting structure for intermittent rotational movement in clockwise and counter-clockwise directions within an arc bounded by first and second angular positions of the gear wheel with respect to the supporting structure;

[[[-]]] a drive motor carried by the supporting structure having an active mode and an non-active mode;

[[[-]]] a driving gear being drivingly coupled to the drive motor and to the gear wheel imparting rotational movement to the gear wheel from said first to said second position in an active mode of the drive motor;

[[[-]]] a coiled torsion return spring, one end thereof being connected to the gear wheel and the other end thereof to the supporting structure, which is flexed against its bias at rotational movement of the gear wheel from the first to the second angular position α_1 to α_2 , respectively, in the active mode of the drive motor and relaxes in the non-active mode of the drive motor by urging the gear wheel to return from the second to the first angular position, and wherein

[[[-]]] at least a first flexible end stop being constituted by a first member structurally fixated to the gear wheel and in said first position α_1 engaging with a first embossment of said supporting structure to block rotational movement of the gear wheel by said coiled torsion return spring, said first member being flexed at contact collision with said first embossment, wherein said first member is constituted by a first blocking tooth integrally formed in the gear wheel by an incision of a first slit having a width selected to absorb shocks at said contact collision without exceeding a breaking limit of the first blocking tooth, wherein

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the width extends between a side wall of the first blocking tooth and an opposing wall of the gear wheel.

2. (previously presented) The mechanism according to claim 1, wherein said gear wheel being constituted of flexible material, said first member being an integral part of said gear wheel.

3. (cancelled)

4. (currently amended) The mechanism according to ~~claim 2~~claim 1, wherein the first blocking tooth being integrally formed in the gear wheel by said first slit and a second slit.

5. (previously presented) The mechanism according to claim 4, wherein said first and second slits each have a width increasing radially towards the rotation axis of the gear wheel.

6. (currently amended) The mechanism according to claim 5, wherein said first and second slits, each ending into a cavity having a radius being substantially larger than the width of the first and second slits S1 and S2.

7. (currently amended) The mechanism according to claim 4, further comprising wherein the gear wheel comprises a gear tooth segment covering which covers an arc of substantially 180° being separated from said first blocking tooth by said first slit, and a remaining segment S1 and defining an arc of equal magnitude between the first and second angular positions of the gear wheel.

8. (currently amended) The mechanism according to claim 7, wherein said gear wheel comprises a circumferential radius within said arc which is substantially equal

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to the radial length of the first blocking tooth and larger than the circumferential radius of the remaining part RP segment of said gear wheel.

9. (currently amended) The mechanism according to claim 4, further comprising wherein the gear wheel comprises a gear tooth segment covering an arc wider than 180° being separated from said first blocking tooth by said first slit and defining an arc of equal magnitude between the first and second angular positions of the gear wheel, the radial length of the first blocking tooth being larger than the radius of the gear wheel.

10. (currently amended) The mechanism according to claim 8, wherein said radial length of the first blocking tooth differing from the-a radius of the remaining part part of a remaining segment of said gear wheel by at least part of the radial length of said first embossment.

11. (previously presented) The mechanism according to claim 1, further comprising an axially cylindrical rim integrally structured with the gear wheel and extending at the rear side thereof being provided with an opening towards the first blocking tooth.

12. (cancelled)

13. (currently amended) The mechanism according to claim 1 claim 4, wherein a diameter and thickness of the gear wheel in the order of magnitude of 5,5 centimeter 5,5 centimeters and 0,5 centimeter 0,5 centimeter, respectively, a width of said first and second slits in the order of magnitude of 0,7 millimeter 0,7 millimeter, said first embossment and said first blocking tooth having a common contact surface area with a radial length and tangential thickness in the order of magnitude of 14 and 6 millimeters, respectively.

14. (cancelled)

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15. (currently amended) The mechanism according to claim 5, further comprising wherein the gear wheel comprises a gear tooth segment covering an arc of substantially 180° being separated from said first blocking tooth by said first slit ~~S1~~ and defining an arc of equal magnitude between the first and second angular positions of the gear wheel.

16. (currently amended) The mechanism according to claim 6, further comprising wherein the gear wheel comprises a gear tooth segment covering an arc of substantially 180° being separated from said first blocking tooth by said first slit ~~S1~~ and defining an arc of equal magnitude between the first and second angular positions of the gear wheel.

17. (currently amended) The mechanism according to claim 5, further comprising wherein the gear wheel comprises a gear tooth segment covering an arc wider than 180° being separated from said first blocking tooth by said first slit and defining an arc of equal magnitude between the first and second angular positions of the gear wheel, the radial length of the first blocking tooth being larger than the radius of the gear wheel.

18. (currently amended) The mechanism according to claim 6, further comprising wherein the gear wheel comprises a gear tooth segment covering an arc wider than 180° being separated from said first blocking tooth by said first slit and defining an arc of equal magnitude between the first and second angular positions of the gear wheel, the radial length of the first blocking tooth being larger than the radius of the gear wheel.

19. (cancelled)